

Group Memory
CTPAC
Sacramento, Ca
July 26, 2006

Next Meeting dates

**September 29 Truck Show in Los Angeleshow is Sept 29-30-and Oct
January 18, 2007... Sacramento, Ca**

Bin List & Great Ideas

Group Decisions

All decisions made will be double underlined in the body of the notes below.

1. (Date)

Document Register

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Upshot

These are the assignments made at the meeting. As new ones are added they will be appended to the list. As assignments are completed they will be lined out with a ~~strike through~~, but left on the list until the next meeting. This will provide a running record of assignments made at these meetings.

From July, 2005 meeting

80	Mike V	Suggest changes to the extra legal load permit policy guidelines discussed at the July meeting. Send to James	8/15/05 April 27 2005 July 26, 2006
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From January 26, 2006

88	All for Eric	Need comments back to Eric Sauer on the draft Appendix 15 from industry (see discussion notes outline # 3)	Feb 17 July 26, 2006
93	Vaughn	Vaugh will get proposal to Anthony on dual lane loading by mid-March. Will include Anthony in phone meeting.	3/10/06

			July 26, 2006
95	Vaughn	Develop a work group. contact James and set up work group conference call before the September 29 meeting so we can have a work group meeting in conjunction with the Sept 29 th meeting. mid-February . Variance work group needs to meet with James (see discussion notes outline # 12)	2/15/06 July 26, 2006 Sept 29, 06

From April 2006 meeting

98	Anthony	Draft a policy on weight transfer for cranes. (see discussion notes outline # 3) Need to show progress on the draft.	June 15, 2006
99	James	Work with Anthony. Annuals – the Proposal and List should be responded to by June 6. (see discussion notes outline # 4)	6/6/06 8/28/06
100	Aaron	confer with the vehicle inspectors to evaluate if re-inspection is required just for upgrades. (see discussion notes outline # 6)	7/26/06
101	James	Follow up on quality problem related to closure information	July 26, 2006
102	James	Caltrans will be convening a meeting to discuss the what-ifs, with industry, related to TPMS roll-out; probably in mid-September. Develop the game plan on how to roll it out. (see discussion notes outline # 12)	09/01/06
103	Aaron James	Follow up on Aaron's item: Revised Manual posted on the web site with the agreed- to TPPM's. (see discussion notes outline # 9.3)	July 26, 06 8/28/06

104	Eric S	Convene meeting with CT to discuss the closure information quality issue. (see discussion notes outline # 8)	8/28/06
105	Eric	Update the work group rosters. (see discussion notes outline # 3)	8/5/06
106	James	Follow up on Caltrans participation with CT PAC (see discussion notes outline # 3)	8/15/06
107	Aaron	Draft Policy sent out to Eric S to send out for review, on weight transfer methodology. (see discussion notes outline # 9)	Aug 28, 2006
108	Eric and Mike V	identify industry concerns about not having parallel system during implementation, and send the information to	Aug 15, 2006

		Caltrans, so Caltrans will be able to respond at the September meeting (see upshot # 102) and (see discussion notes outline # 14.7)	
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Critique from July 26, 2006 meeting:

What went well	What Needs Improvement
CHP both divisions here. Lunch Good dialog On time.	FHWA to the meeting? More participation from CT in work groups and in this meeting.

Critique from April 2006. meeting:

What went well	What Needs Improvement
Ended early The big boss here. Asif. Good presentations. Excellent attitude in the group. Productive work group meeting. Nice folders.	

Caltrans Transportation Permits Advisory Council (CT PAC)

Purpose:

The purpose of the Caltrans Transporter Permit Advisory Council (CTPAC) is to provide a forum for government and industry viewpoints on State transportation permitting policies and procedures. Both Caltrans and industry believe that this is an effective way of understanding and improving the permit process. CTPAC representatives use council and steering committee meetings to update their members on changes and help resolve permit related issues.

1. Ground rules:
 1. 1. Begin and end on time
 1. 2. No side conversation
 1. 3. Pagers and cell phones to stun.
 1. 4. Raise your hand when you want to talk;

1. 5. Speak up; silence is consent.
 1. 5. 1.
2. Opening comments—
 2. 1. Kris Balaji has left the division chief position.
 2. 2. James Anderson has been named as Chief, Office of Truck Services.
3. Group Comments
 3. 1. We need to have more involvement from Caltrans; more commitment from Caltrans. We don't want to have industry coming to a meeting with no Caltrans reps.
 3. 2. Phone meetings not as effective as face to face. Much of our concerns and work hinges on participation from Structures, and we need their involvement.
 3. 3. Outcome:
 3. 3. 1. James will follow up on Caltrans attendance., (see upshot # 105)
 3. 3. 2. Eric will update the work group rosters. (see upshot # 106)
4. Suggest changes to the extra legal load permit policy guidelines discussed at the July meeting. (see upshot # 80)
 4. 1. Concern was that the changes did not involve the work group -
 4. 2. Outcome:
 4. 2. 1. No further action needed on this item.
5. Appendix 15 (see upshot # 88)
 5. 1. This has been done – Caltrans will implement it as it is currently.
6. Variance work group needs to meet with James
 6. 1. The Variance Workgroup hopes to meet with James on September 29th.
 6. 2. A conference call is still needed prior to September 29.
 6. 3. Issue is 18 foot wide load on Yellow Routes with 3 lanes or more freeways, not just yellows. Some Yellows do not justify the additional width.
 6. 4. We still need a work group./ Original proposal was denied, and the group wants to know what the possibilities are for middle-ground agreements...
7. confer with the vehicle inspectors to evaluate if re-inspection is required just for upgrades. (see upshot # 100)
 7. 1. Evaluation is done by inspectors. If they think an inspection is necessary, then they inspect. If they don't think one is necessary they just revise the inspection report.
8. Follow up on quality problem related to closure information (see upshot # 101)
 8. 1. There is a mandatory 15 day notice for closures.

- 8. 2. Construction Division has sent out statewide directive to comply with the 15 day notice requirement.
- 8. 3. If there is non-compliance, send a notice to the district director involved, and cc James Anderson.
- 8. 4. There are "total closures" on major freeways noticed in the system in LA that are not believable – some of these generate 100 mile detours to get around them. There should be some consideration of the effect of these closures on trucking and to other system users.
- 8. 5. This has been a long standing problem and needs attention.;
- 8. 6. Outcome:
 - 8. 6. 1. Eric will set up meeting with Caltrans management to discuss this item. (see upshot # 104)

Caltrans reports:

- 8. 7. Caltrans will post the revised Appendix 15 – dual lane load.
- 8. 8. Draft policy for axle spread from 10 foot to 10 foot – four without requiring a steer axle has been circulated for internal review and comments.
- 8. 9. Fixed loads – still pending action. It has been tabled for now within Caltrans.
 - 8. 9. 1. Different standards are applied for fixed load.
 - 8. 9. 2. Industry will let this one sit for a bit, but hopes for action eventually.

9. Crane Group /Mike Vlaming

- 9. 1. Weight transfer methodology – Anthony (CT) says he has turned the files over to Aaron.
- 9. 2. Anthony still has concerns about the boom support vehicle turning over. Also, he wants to look into issues regarding the plans that were submitted to CT. Aaron is running down the issues. Aaron has an RFI to Legal – he will remind them again about the RFI and then take this to the next step.
- 9. 3. Anthony is OK with the methodology.
- 9. 4. Outcome:
 - 9. 4. 1. Aaron is working on the draft policy. He will report to the group on this by August 28, 2006. (see upshot # 107)

10. Annuals work group report

- 10. 1. Everything is with Caltrans – awaiting response from CT.
- 10. 2. CT has approved the Annuals for fixed loads Tridem. Draft policy is in circulation internally... Hope to have something out within the next month or so.
- 10. 3. Industry wants to be able to copy annual permits and put into other vehicles. CT has significant concerns on this. We need to wait till TPMS is implemented before we look at this further, because of the impacts of the proposal.

11. Tridem

11. 1. The proposal is a done deal. It is implemented.
11. 2. We will look to add additional groups maybe in the future. Right now it is working.
11. 3. Axle spacing and annuals being worked on. No additional proposals on multiple vehicle permits not expected for the next several months –
11. 4. Information item: Two tridems closer than 25 feet – Can they be balanced with equal weight between the two groups? Payload of 60,000 on one, and 52,500 for example... – could this be balanced equally between the two groups? Heavy Transport might be interested in seeing about this. This would not be for additional weight, it would be just re-distribution of the weight.

12. Variance

12. 1. Until there is a conference call (see upshot # 95) no further action.

13. Status of Development of Transportation Permits Manual – Chapter 3

13. 1. Work group now trying to determine what was added, changed between what we had today and what was sent out in June. Some copies of the materials were struck out, some were not.

14. TPMS

14. 1. Pilot program – Oct 3 – Nov 15. 30 working days. Several industry members have been invited to participate.
14. 2. Deployment will be November 29.
14. 3. Pilot will be limited to weight and width –
14. 4. As TPMS demonstrates an ability to do so, we will move on to height.
14. 5. Training –
 14. 5. 1. industry training will be four hours long, and will cover the permits process. Logistics being worked out.
 14. 5. 2. Computer based training may be developed. (CD based?)
 14. 5. 3. Classes will be in North and South – 60 per cent will be in the South.
 14. 5. 4. Caltrans has not determined who or how many will be trained.
14. 6. Caltrans will not run parallel systems.
 14. 6. 1. Risk analysis would suggest this switch to the new system and turning off the old system with no redundancy is not prudent.
 14. 6. 2. This group does not support the decision to run only the new system.
 14. 6. 3. Industry has asked for this for at least the last four years.
14. 7. Outcome:
 14. 7. 1. Need to have a meeting in September to discuss concerns on TPMS. (see upshot # 102)

14. 7. 2. Eric will work with Mike V – they will identify industry concerns about not having parallel system during implementation, and send the information to Caltrans, so Caltrans will be able to respond at the September meeting. Send the letter to Caltrans via certified mail. Eric and Mike V will formulate the letter and seek concurrence from the group industry representatives. (see upshot # 1908)